

10/667641

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Information:

1. Announcements (new files, reloads, etc.)
2. Database, Rates, & Command Descriptions
3. Help in Choosing Databases for Your Topic
4. Customer Services (telephone assistance, training, seminars, etc.)
5. Product Descriptions

Connections:

6. DIALOG(R) Document Delivery
7. Data Star(R)

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/H = Help

/L = Logoff

/NOMENU = Command Mode

Enter an option number to view information or to connect to an online service. Enter a BEGIN command plus a file number to search a database (e.g., B1 for ERIC).

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B 652,654

29oct06 20:03:18 User264717 Session D523.1

\$0.00 0.193 DialUnits FileHomeBase

\$0.00 Estimated cost FileHomeBase

\$0.08 INTERNET

\$0.08 Estimated cost this search

\$0.08 Estimated total session cost 0.193 DialUnits

SYSTEM:OS - DIALOG OneSearch

File 652:US Patents Fulltext 1971-1975

(c) format only 2002 Dialog

File 654:US Pat.Full. 1976-2006/Oct 26

(c) Format only 2006 Dialog

***File 654: IPCR/8 classification codes now searchable in 2006 records.**

For information about IC= index changes, see HELP NEWSIPCR.

Set Items Description

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?

S PD<=092203 AND ((REMOTE? (2W) CONTROL?) (S) (TRAIN OR VEHICLE OR LOCOMOTIVE))

>>>File 654 processing for PD= : PD=092203

>>> started at PD=A stopped at PD=19821124

Processing

Processing

Processing

768867 PD<=092203

597682 REMOTE?

3132059 CONTROL?

155815 TRAIN

577627 VEHICLE

5759 LOCOMOTIVE

16250 REMOTE?(2W)CONTROL?(S)((TRAIN OR VEHICLE) OR LOCOMOTIVE)

S1 2594 PD<=092203 AND ((REMOTE? (2W) CONTROL?) (S) (TRAIN OR VEHICLE OR LOCOMOTIVE))

?

S S1 AND LOCOMOTIVE

2594 S1

5759 LOCOMOTIVE

S2 77 S1 AND LOCOMOTIVE

?

S S2 AND (LOCOMOTIVE (4N) CONTROL?)

Processing

Processing

77 S2

5759 LOCOMOTIVE

3132059 CONTROL?

1195 LOCOMOTIVE (4N) CONTROL?

S3 26 S2 AND (LOCOMOTIVE (4N) CONTROL?)

?

S S3 AND ((RADIO? OR RF?) (S) FREQUENC?)

>>>File 654 processing for RADIO? stopped at RADIOIRNMUNOTHERAPY

>>>File 654 processing for RF? stopped at RFERON

26 S3

471474 RADIO?

247892 RF?

1038557 FREQUENC?

259791 (RADIO? OR RF?) (S) FREQUENC?

S4 8 S3 AND ((RADIO? OR RF?) (S) FREQUENC?)

?

T S4/3,AB/1-8

4/3,AB/1 (Item 1 from file: 652)
DIALOG(R)File 652:US Patents Fulltext
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00603886

Utility

LOCOMOTIVE RADIO CONTROL SYSTEM WITH ADDRESS AND COMMAND SIGNALS

PATENT NO.: 3,699,522
ISSUED: ~~OCTOBER 17, 1972~~ (19721017)
INVENTOR(s): Haner, Jr. Robert B., Scottsville, NY (New York), US (United States of America)
ASSIGNEE(s): General Signal Corporation, (A U.S. Company or Corporation), Rochester, NY (New York), US (United States of America)
Assignee Code(s): 34064
APPL. NO.: 4-580,825
FILED: September 20, 1966 (19660920)

FULL TEXT: 928 lines

ABSTRACT

A communication system for controlling a remotely located device including a transmitter and receiver for sending and receiving address and command instruction signals with such device. The communication system further includes circuitry for detecting and determining the propriety of the address and command instruction signals. Gating circuitry is provided to conduct proper address and command instruction signals and additional circuitry is provided to produce a predetermined command instruction after improper instruction signals have been continuously received for a predetermined interval of time.

4/3,AB/2 (Item 2 from file: 652)
DIALOG(R)File 652:US Patents Fulltext
(c) format only 2002 Dialog. All rts. reserv.

00576331

Utility

MODEL RAILROAD ELECTRIC LOCOMOTIVE SOUND SYSTEM

PATENT NO.: 3,664,060
ISSUED: May 23, 1972 (19720523)
INVENTOR(s): Longnecker, Robert H., Glen Mills, PA (Pennsylvania), US (United States of America)
ASSIGNEE(s): Pacific Fast Mail, Edmonds, WA (Washington), US (United States of America)
APPL. NO.: 5-121,701
FILED: March 08, 1971 (19710308)

FULL TEXT: 418 lines

ABSTRACT

An accessory includes a speaker mounted in the locomotive tender electrically driven by an audio frequency signal from one or more

electronic sound generators simulating respectively a bell, escaping steam either from an engine exhaust, leakage or blowoff, and a whistle. The engine exhaust sound is timed by periodically grounding the radio frequency oscillator of a timing circuit for the escaping-steam-simulating generator by intermittently closing a switch in the circuit effected by rotation of a driver wheel of the locomotive. Selective controls enable the bell and whistle to be operated at will and further enable the nature of the sounds of the bell, exhaust and whistle to be modified. Direct current for the locomotive driving motor, the audio frequency signal to drive the speaker and the radio frequency signal to the locomotive-carried switch for timing the simulated engine exhaust are all simultaneously impressed on the two rails but electronic blocking components included in the circuit prevent the engine-driving direct current and the radio-frequency signaling current from interfering with the speaker operation and prevent the audio frequency signal and the radio frequency signal from leaking into the direct-current power circuit.

4/3,AB/3 (Item 3 from file: 652)

DIALOG(R) File 652:US Patents Fulltext

(c) format only 2002 Dialog. All rts. reserv.

00557235

Utility

REMOTE CONTROL OF A LOCOMOTIVE

PATENT NO.: 3,639,755

ISSUED: February 01, 1972 (19720201)

INVENTOR(s): Wrege, Warren R., Rochester, NY (New York), US (United States of America)

ASSIGNEE(s): General Signal Corporation, Rochester, NY (New York), US (United States of America)
Assignee Code(s): 34064

APPL. NO.: 5-

FILED: January 02, 1970 (19700102)

FULL TEXT: 280 lines

ABSTRACT

A communication apparatus has been provided for transmitting multicomponent input signals over a common carrier from a plurality of control stations to one or more remotely controlled locomotives each having a unique call-on address means. The call-on address means is responsive only to input signals having the same call-on address component and each control station includes transmitting means for selectively transmitting control signal components for governing the operation of the locomotive and the call-on addresses. The improvement includes means at each control point coupled to the transmitting means for providing a unique assignment address component to the input signal indicative of the associated control point. Address receiving means on the locomotive having multiple channels is selectively responsive to the associated assignment address and provides a manifestation of the identity of the source of the input signals. Switching means is further included for governing the inputs to the address receiving means and the call-on address means and is responsive to unique address command components of the input signals provided by an assignment address command means located at the control point, for coupling the appropriate address receiving means channel associated with the control station and subsequently decoupling the call-on address means so that only input

signals from the first control station to transmit valid input signals are accepted by the address receiving means and thereby all input signals from the other control points are locked out thus assuring exclusive control of the locomotive by the engaged control point at any one time.

4/3,AB/4 (Item 4 from file: 652)

DIALOG(R)File 652:US Patents Fulltext

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00528147

Utility

CAB SIGNAL AND SPEED CONTROL FOR LOCOMOTIVES

PATENT NO.: 3,601,605

ISSUED: August 24, 1971 (19710824)

EXTRA INFO: Assignment transaction [Reassigned], recorded August 10, 1988 (19880810)
Assignment transaction [Reassigned], recorded August 15, 1988 (19880815)

INVENTOR(s): Elder, John Calvin, Penn Hills Township, Allegheny County, US (United States of America)
KUZMICH, William C., Kennedy Township, Allegheny County, US (United States of America)
VAUGHN, Thomas C., Pittsburgh, all of Pa., PA (Pennsylvania), US (United States of America)

ASSIGNEE(s): Company, Westinghouse Air Brake, PA (Pennsylvania), US (United States of America)

Assignee Code(s): 91824|

APPL. NO.: 4-853,699

FILED: August 28, 1969 (19690828)

FULL TEXT: 1717 lines

ABSTRACT

Each locomotive in a railroad classification yard area is provided with both cab signal and automatic speed control apparatus, each element controlled at different times from a remote location. The cab signal or speed commands are transmitted to a locomotive by one or a combination of selected tone signals modulated on a carrier signal. Remote control of all cab signals may be by the humpmaster but normally one locomotive is assigned to humping operations and control of its cab signal transferred to the hump conductor. Remote automatic speed control can be established on a locomotive only when it is assigned to humping operations. That locomotive speed control apparatus is then controlled by transmitted tone combinations corresponding to speed selections made by the humpmaster. The locomotive engineer must acknowledge a received automatic operation request in order to establish the remote control condition on the locomotive. The engineer retains an ability to restore local onboard control at any time and has final control of reestablishing automatic operation after any interruption.

4/3,AB/5 (Item 1 from file: 654)

DIALOG(R)File 654:US Pat.Full.

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2440485

Derwent Accession: 1982-L6593E

Utility

REASSIGNED

M/ **Apparatus and method for conserving fuel in the operation of a train consist**

Inventor: Nickles, Stephen K., Duncan, OK

Beaird, Suzanne M. T., Duncan, OK

Assignee: Halliburton Company(02), Duncan, OK

HALLIBURTON CO (Code: 36896)

Examiner: Reese, Randolph A. (Art Unit: 316)

Combined Principal Attorneys: Tregoning, John H.; Duzan, James R.; Gilbert, III, E. Harrison

	Publication Number	Kind	Date	Application Number	Filing Date
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Main Patent	US 4344364	A	19820817	US 80148523	19800509

Fulltext Word Count: 12074

Abstract:

The apparatus includes a master control unit associated with a first locomotive and a slave control unit associated with a second locomotive. Each of the control units is identically constructed to include an electronic processor and memory. The memory includes a program which is also identical for both units. Each of the units is connected to at least a portion of a train line extending between the locomotives, and inter-unit communications are accomplished over only a single spare line within the train line. Under control of the program the control units detect the setting of the throttle in the first locomotive, and in response thereto the control units operate the throttle of the second locomotive so that the combined operation of the first and second locomotives functions at an optimum power output-to-fuel consumption ratio within a predetermined range of power levels for each setting of the throttle in the first locomotive.

4/3,AB/6 (Item 2 from file: 654)

DIALOG(R)File 654:US Pat.Full.

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2419347

Derwent Accession: 1982-F3194E

Utility

M/ **Engine sound simulator**

Inventor: McEdwards, Timothy K., 1000 W. MacArthur Blvd., Apt. 31, Santa Ana, CA, 92707

Assignee: Unassigned

UNASSIGNED OR ASSIGNED TO INDIVIDUAL (Code: 68000)

Examiner: Peshock, Robert (Art Unit: 333)

Assistant Examiner: Yu, Mickey

Law Firm: Burd, Bartz & Gutenkauf

	Publication Number	Kind	Date	Application Number	Filing Date
	-----	--	-----	-----	-----
Main Patent	US 4325199	A	19820420	US 80196840	19801014

Fulltext Word Count: 5918

Abstract:

A remote controlled car driven by an electric motor energized with a battery has an internal combustion engine sound simulator that transmits signals to one or more remote receivers having audio outputs that simulate an internal combustion engine driving the car. The engine sound simulating apparatus has a digital switch sensor responsive to the speed of rotation of the drive wheel of the vehicle for producing an output signal. A signal converting circuit receives the output signal from the digital switch sensor and provides a signal having a frequency that changes in response to ranges of speed of the car. A transmitter means connected to the signal converting circuit transmits the signals to the remote located receivers. The receivers have speakers for producing an audible output simulating the operation of an internal combustion engine.

4/3,AB/7 (Item 3 from file: 654)

DIALOG(R) File 654:US Pat.Full.

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2217257

Derwent Accession: 1978-B9944A

Utility

E/ Remote control apparatus for a plurality of controllable objects

Inventor: Stein, Hermann, Munich, DE Germany pre 1945

Assignee: Steuerungstechnik GmbH(03), Munich, DE, Germany pre 1945

STEUERUNGSTECHNIK GMBH DE

Examiner: Pitts, Harold I. (Art Unit: 234)

Combined Principal Attorneys: Berman, Hans; Rich, Marianne

	Publication Number	Kind	Date	Application Number	Filing Date
Main Patent	US 4137522	A	19790130	US 77829311	19770831
Priority				DE 2639363	19760901

Fulltext Word Count: 9838

Abstract:

A plurality of individual control units transmits control signals, each to a corresponding controllable object. The control signals from the different units are arranged in a predetermined sequence, each control unit having a self-address which signifies its position in the sequence. The self-address is stored in the unit and transmitted in the control signal. Each unit has a receiver receiving the control signals from the other units and deriving an external address signal therefrom. The external address signal presets an address counter. After termination of the received control signal, pulses are added to the address counter until its counting output is equal to the self-address of the unit. The unit then transmits its control signal, but only if no new control signal is being received. Since the self-addresses increase as the position in the sequence increases, the presetting of the address counter causes units having a lower self-address than the preset number to be blocked. Self-address changing circuits are provided to allow incorporation of a unit or units into a different sequence.

4/3,AB/8 (Item 4 from file: 654)

DIALOG(R) File 654:US Pat.Full.

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2130636

Derwent Accession: 1977-K1566Y

Utility**REASSIGNED****M/ Remote control brake system for a railway train**

Inventor: Burkett, Richard O., Apollo, PA

Assignee: Westinghouse Air Brake Company(02), Wilmerding, PA
WESTINGHOUSE AIR BRAKE CO (Code: 91824)

Examiner: Kunin, Stephen G. (Art Unit: 315)

Combined Principal Attorneys: McIntire, Jr., R. W.

	Publication Number	Kind	Date	Application Number	Filing Date
	-----	--	-----	-----	-----
Main Patent	US 4056286	A	19771101	US 76693776	19760608

Fulltext Word Count: 7814

Abstract:

A radio controlled remote brake system for a railway train having a caboose equipped with a motor driven pressure regulating valve device and an equalizing reservoir that is charged from the train brake pipe pressure via the regulating valve device. When a brake application is made at the locomotive by operating the conventional engineer's brake valve device, a radio signal corresponding to the brake valve position is transmitted to the caboose where it is compared with a feedback signal corresponding to the instantaneous position in which the caboose regulating valve is set by its drive motor. When the brake control and feedback signals match, the caboose regulating valve is set to effect a reduction of the caboose equalizing reservoir pressure in accordance with the locomotive equalizing reservoir pressure reduction resulting from operation of the engineer's brake valve device. During brake release and charging, an initialization circuit controls the regulating valve drive motor so that the regulating valve is set to the caboose brake pipe pressure when the brake pipe is fully charged. Due to brake pipe gradient, this setting differs from that of the locomotive brake valve and is compensated for by a gradient memory circuit which modifies the feedback signal so that the degree of pressure adjustment provided by the caboose regulating valve matches that of the locomotive. A relay valve device at the caboose operates in response to a reduction of caboose equalizing reservoir pressure to provide a reduction of caboose brake pipe pressure corresponding to the reduction of brake pipe pressure at the locomotive.

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Dialog level 05.12.03D
 Reconnected in file OS 29oct06 20:25:40
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SYSTEM:OS - DIALOG OneSearch

File 652:US Patents Fulltext 1971-1975

(c) format only 2002 Dialog

File 654:US Pat.Full. 1976-2006/Oct 26

(c) Format only 2006 Dialog

***File 654: IPCR/8 classification codes now searchable in 2006 records.**
 For information about IC= index changes, see HELP NEWSIPCR.

Set	Items	Description
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Cost is in DialUnits

?

B 324,331,342,344,347,348,349,350,351,352,371

>>> 350 is unauthorized

>>> 351 is unauthorized

>>> 352 is unauthorized

>>>3 of the specified files are not available

29oct06 20:25:54 User264717 Session D523.3

\$0.41 0.055 DialUnits File652

\$0.41 Estimated cost File652

\$0.33 0.055 DialUnits File654

\$0.33 Estimated cost File654

OneSearch, 2 files, 0.110 DialUnits FileOS

\$0.05 INTERNET

\$0.79 Estimated cost this search

\$0.79 Estimated total session cost 0.110 DialUnits

SYSTEM:OS - DIALOG OneSearch

File 324:German Patents Fulltext 1967-200642

(c) 2006 Univentio

***File 324: For important information about IPCR/8 and forthcoming**
 changes to the IC= index, see HELP NEWSIPCR.

File 331:Derwent WPI First View UD=200669 (c) 2006 The Thomson Corp.

***File 331: For patent family information, search also File 351, 352,**
 or 350.

File 342:Derwent Patents Citation Indx 1978-05/200666

(c)2006 The Thomson Corp.

File 344:Chinese Patents Abs Jan 1985-2006/Jan

(c) 2006 European Patent Office

File 347:JAPIO Dec 1976-2006/Jan(Updated 061009)

(c) 2006 JPO & JAPIO

File 348:EUROPEAN PATENTS 1978-2006/ 200643

(c) 2006 European Patent Office

***File 348: For important information about IPCR/8 and forthcoming**
 changes to the IC= index, see HELP NEWSIPCR.

File 349:PCT FULLTEXT 1979-2006/UB=20061026UT=20061019

(c) 2006 WIPO/Thomson

***File 349: For important information about IPCR/8 and forthcoming**
 changes to the IC= index, see HELP NEWSIPCR.

File 371:French Patents 1961-2002/BOPI 200209

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***File 371: This file is not currently updating. The last update is 200209.**

Set	Items	Description
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?

S PD<=030922 AND ((REMOTE? (2W) CONTROL? (S) ((TRAIN OR VEHICLE) OR LOCOMOTIVE))
>>>Unmatched parentheses

?

S PD<=030922 AND ((REMOTE? (2W) CONTROL?) (S) ((TRAIN OR VEHICLE) OR LOCOMOTIVE))

>>>File 324 processing for PD= : PD=030922

>>> started at PD=19650805 stopped at PD=20030821

>>>File 342 processing for PD= : PD=030922

>>> started at PD=47 stopped at PD=660606

Processing

>>>File 344 processing for PD= : PD=030922

>>> started at PD=19 stopped at PD=861213

Processing

>>>File 347 processing for PD= : PD=030922

>>> started at PD=197610 stopped at PD=19830411

>>>File 348 processing for PD= : PD=030922

>>> started at PD=78 stopped at PD=960404

Processing

Processing

>>>File 349 processing for CONTROL? stopped at CONTROLLED7RELEASE

>>>File 371 processing for PD= : PD=030922

>>> started at PD=FR 87965 stopped at PD=19951027

9674754 PD<=030922

371979 REMOTE?

4637723 CONTROL?

351113 TRAIN

1122107 VEHICLE

6640 LOCOMOTIVE

9882 REMOTE?(2W)CONTROL?(S) ((TRAIN OR VEHICLE) OR LOCOMOTIVE)

S1 5844 PD<=030922 AND ((REMOTE? (2W) CONTROL?) (S) ((TRAIN OR
VEHICLE) OR LOCOMOTIVE))

?

S S1 AND (LOCOMOTIVE (4N) CONTROL?)

Processing

>>>File 349 processing for CONTROL? stopped at CONTROLLED7RELEASE

5844 S1

6640 LOCOMOTIVE

4637723 CONTROL?

736 LOCOMOTIVE(4N)CONTROL?

S2 105 S1 AND (LOCOMOTIVE (4N) CONTROL?)

?

S S2 AND ((RADIO? OR "RF") (2N) SIGNAL?)

>>>File 324 processing for SIGNAL? stopped at SIGNALENICHI

>>>File 348 processing for RADIO? stopped at RADIOISOTOPDETEKTORS

>>>File 348 processing for SIGNAL? stopped at SIGNALBEENDIGUNG

Processing

>>>File 349 processing for RADIO? stopped at RADIOFREQUENZETIKETT

>>>File 349 processing for SIGNAL? stopped at SIGNALDDATAFINISHED

105 S2

557399 RADIO?

181588 RF

2612027 SIGNAL?

67506 (RADIO? OR RF) (2N)SIGNAL?

S3 11 S2 AND ((RADIO? OR "RF") (2N) SIGNAL?)

?

RD

>>>Duplicate detection is not supported for File 324.
>>>Duplicate detection is not supported for File 331.
>>>Duplicate detection is not supported for File 342.
>>>Duplicate detection is not supported for File 344.
>>>Duplicate detection is not supported for File 347.
>>>Duplicate detection is not supported for File 348.
>>>Duplicate detection is not supported for File 349.
>>>Duplicate detection is not supported for File 371.

>>>All specified files are unsupported, command ignored.
?

T S3/3,AB/1-11

>>>No matching display code(s) found in file(s): 342

3/3,AB/1 (Item 1 from file: 324)
DIALOG(R)File 324:German Patents Fulltext
(c) 2006 Univentio. All rts. reserv.

0003210432

Ranking mechanism for rail-bound trucks

Rangierautomatik fur schienengebundene Guterwagen

Patent Applicant/Assignee:

Beule Erhard, 33102 Paderborn, DE

Inventor(s):

Beule Erhard, 33102 Paderborn, DE

Patent and Priority Information (Country, Number, Date):

Patent: DE 19529919 A1 19960229

Application: DE 19529919 19950801

Priority Application: DE 4302377 19930128; EP 94250196 19940802 (DE
4302377; EP 94250196)

Publication Language: German

Fulltext Word Count (English): 11233

Fulltext Word Count (German) : 8758

Fulltext Word Count (Both) : 19991

Abstract (English machine translation)

The extensive manual activities with conventional shunting plants cause high personnel expenditure and lead to substantial temporal delays of the expiration of transportation. The new ranking mechanism for trucks makes a control for that possible take-off speed and a full automation of the switchyard operation on all shunting plants and goods stations. The ranking mechanism integrated into the trucks essentially consists of a microcomputer (2) for the controlling of the mechanism and adjustment that take-off speed, angular momentum controllers (8) for the determination of the expiration way and the car speed, spacer sensors (5) for the collection of the distance and the difference speed to car ahead-present, automatic clutches (6), a brake assembly (12 to 15) for the controlling of the speed of the cars in the set of splitting-up sidings and goal-exact deceleration in the direction tracks and a data

communication (4, 22) for information exchange with a superordinate control post. The ranking mechanism integrated into the trucks makes remote controlled uncoupling of the cars, a precise control for that take-off speed, the adherence to a minimum distance between the departments for the safe conversion of the switches, an automatic deceleration and recoupling possible in the direction tracks as well as a supervised car diagnosis and brake sample.

Abstract (German)

Die umfangreichen manuellen Tätigkeiten bei herkömmlichen Rangieranlagen verursachen hohe Personalkosten und führen zu erheblichen zeitlichen Verzögerungen des Transportablaufs. Die neue Rangierautomatik für Güterwagen ermöglicht eine Steuerung der Ablaufgeschwindigkeit und eine volle Automatisierung des Rangierbetriebes auf allen Rangieranlagen und Güterbahnhöfen. Die in die Güterwagen integrierte Rangierautomatik besteht im wesentlichen aus einem Mikrocomputer (2) zur Steuerung der Automatik und Regulierung der Ablaufgeschwindigkeit, Drehimpulsgebern (8) zur Ermittlung des Ablaufweges und der Wagengeschwindigkeit, Abstandssensoren (5) zur Erfassung des Abstandes und der Differenzgeschwindigkeit zu vorausbefindlichen Wagen, automatischen Kupplungen (6), einer Bremsanlage (12 bis 15) zur Steuerung der Geschwindigkeit der Wagen in der Ablaufzone und zielgenauen Abbremsung in den Richtungsgleisen und einer Datenübertragung (4, 22) für den Informationsaustausch mit einem übergeordneten Leitstand. Die in die Güterwagen integrierte Rangierautomatik ermöglicht eine ferngesteuerte Abkopplung der Wagen, eine präzise Steuerung der Ablaufgeschwindigkeit, die Einhaltung eines Mindestabstandes zwischen den Abteilungen zur sicheren Umstellung der Weichen, eine automatische Abbremsung und Wiederankopplung in den Richtungsgleisen sowie eine fernüberwachte Wagendiagnose und Bremsprobe.

3/3,AB/2 (Item 1 from file: 348)

DIALOG(R) File 348:EUROPEAN PATENTS

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01631825

Method and apparatus for assigning addresses to components in a control system

Verfahren und Vorrichtung zur Adresszuweisung an Komponenten in einer Steueranlage

Procede et appareil pour l'attribution d'adresses a des composants d'un systeme de commande

PATENT ASSIGNEE:

Canac Inc., (3999851), 3950 Hickmore Street, St-Laurent, Quebec H4T 1K2, (CA), (Proprietor designated states: all)

INVENTOR:

Horst, Folkert, 4294 Graham Drive, Pierrefonds, Quebec H9H 2B6, (CA)

Szklar, Oleh, 6845 des Coquelicots, St-Hubert, Quebec J3Y 8N9, (CA)

Brousseau, Andre, 405 boul. Salaberry North, Chateauguay, Quebec J6J 4L3, (CA)

Ethier, Luc, 3000 Sauriol, St-Eustache, Quebec J7P 5E1, (CA)

LEGAL REPRESENTATIVE:

Moir, Michael Christopher et al (33991), Mathys & Squire 100 Gray's Inn Road, London WC1X 8AL, (GB)

PATENT (CC, No, Kind, Date): EP 1344704 A1 030917 (Basic)

EP 1344704 B1 040721

APPLICATION (CC, No, Date): EP 2003013363 000111;

PRIORITY (CC, No, Date): CA 2266998 990325; US 281464 990330

DESIGNATED STATES: AT; BE; CH; CY; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI;

<http://www.dialogclassic.com/264717RB.HTML?>

10/29/2006

LU; MC; NL; PT; SE
 RELATED PARENT NUMBER(S) - PN (AN):
 EP 1165356 (EP 2000900197)
 INTERNATIONAL PATENT CLASS (V7): B61L-003/12; G08C-019/28

ABSTRACT EP 1344704 A1

The invention relates to a method and an apparatus for remotely controlling a device, more particularly to a system and method for controlling locomotives in a railway environment using radio frequency signals. This invention makes use of a remote operator programming unit (OPP) to set address information in the transmitter unit via a communication channel such as an infrared link. The use of the operator programming unit eliminates the need to open the casing of the transmitter during programming, thereby reducing the probability of damaging the electrical components of the transmitter. The invention also allows assigning of a unique address to a transmitter/receiver pair in a remote control system. The invention further provides an apparatus for remotely programming a transmitter unit.

ABSTRACT WORD COUNT: 122

NOTE:

Figure number on first page: 2

LANGUAGE (Publication,Procedural,Application): English; English; English

FULLTEXT AVAILABILITY:

Available Text	Language	Update	Word Count
CLAIMS A	(English)	200338	2145
CLAIMS B	(English)	200430	673
CLAIMS B	(German)	200430	630
CLAIMS B	(French)	200430	743
SPEC A	(English)	200338	3906
SPEC B	(English)	200430	3960
Total word count - document A			6053
Total word count - document B			6006
Total word count - documents A + B			12059

3/3,AB/3 (Item 2 from file: 348)

DIALOG(R)File 348:EUROPEAN PATENTS

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01631824

Method and apparatus for assigning addresses to components in a control system

Verfahren und Vorrichtung zur Adresszuweisung an Komponenten in einer Steueranlage

Procede et appareil pour l'attribution d'adresses a des composants d'un systeme de commande

PATENT ASSIGNEE:

Canac Inc., (3999850), 5th Floor, 1100 University Street, Montreal,
 Quebec H3B 3A5, (CA), (Applicant designated States: all)

INVENTOR:

Horst, Folkert, 4294 Graham Drive, Pierrefonds, Quebec H9H 2B6, (CA)
 Szklar, Oleh, 6845 des Coquelicots, St-Hubert, Quebec J3Y 8N9, (CA)
 Brousseau, Andre, 405 boul. Salaberry North, Chateauguay, Quebec J6J 4L3,
 (CA)

Ethier, Luc, 3000 Sauriol, St-Eustache, Quebec J7P 5E1, (CA)

LEGAL REPRESENTATIVE:

Moir, Michael Christopher et al (33991), Mathys & Squire 100 Gray's Inn
 Road, London WC1X 8AL, (GB)

PATENT (CC, No, Kind, Date): EP 1344703 A1 030917 (Basic)

APPLICATION (CC, No, Date): EP 2003013362 000111;
 PRIORITY (CC, No, Date): CA 2266998 990325; US 281464 990330
 DESIGNATED STATES: AT; BE; CH; CY; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI;
 LU; MC; NL; PT; SE
 RELATED PARENT NUMBER(S) - PN (AN):
 EP 1165356 (EP 2000900197)
 INTERNATIONAL PATENT CLASS (V7): B61L-003/12; G08C-019/28

ABSTRACT EP 1344703 A1

The invention relates to a method and an apparatus for remotely controlling a device, more particularly to a system and method for controlling locomotives in a railway environment using radio frequency signals. This invention makes use of a remote operator programming unit (OPP) to set address information in the transmitter unit via a communication channel such as an infrared link. The use of the operator programming unit eliminates the need to open the casing of the transmitter during programming, thereby reducing the probability of damaging the electrical components of the transmitter. The invention also allows assigning of a unique address to a transmitter/receiver pair in a remote control system. The invention further provides an apparatus for remotely programming a transmitter unit.

ABSTRACT WORD COUNT: 122

NOTE:

Figure number on first page: 2

LANGUAGE (Publication,Procedural,Application): English; English; English
 FULLTEXT AVAILABILITY:

Available Text	Language	Update	Word Count
CLAIMS A	(English)	200338	2337
SPEC A	(English)	200338	3908
Total word count - document A			6245
Total word count - document B			0
Total word count - documents A + B			6245

3/3,AB/4 (Item 3 from file: 348)

DIALOG(R)File 348:EUROPEAN PATENTS

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01616266

Remote control system for a locomotive with solid state tilt sensor
Fernsteueranlage fur Lokomotive mit Festkorperneigungssensor
Systeme de commande a distance pour locomotive avec capteur d'inclinaison a
etat solide

PATENT ASSIGNEE:

Canac Inc., (3134490), 3950 Hickmore Avenue, St-Laurent, Quebec H4T 1K2,
 (CA), (Applicant designated States: all)

INVENTOR:

Proulx, Richard, 12494 Fleming, Pierrefonds, Quebec H8Z 1E5, (CA)

LEGAL REPRESENTATIVE:

Habasque, Etienne Joel Jean-Francois et al (62781), Cabinet Lavoix 2,
 Place d'Estienne d'Orves, 75441 Paris Cedex 09, (FR)

PATENT (CC, No, Kind, Date): EP 1332940 A1 030806 (Basic)

APPLICATION (CC, No, Date): EP 2003290159 030122;

PRIORITY (CC, No, Date): US 62864 020131; CA 2369819 020131; US 236235
 020906

DESIGNATED STATES: AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES; FI; FR; GB; GR;
 HU; IE; IT; LI; LU; MC; NL; PT; SE; SI; SK; TR

EXTENDED DESIGNATED STATES: AL; LT; LV; MK; RO

INTERNATIONAL PATENT CLASS (V7): B61L-003/00; B61L-003/12; B61L-017/00

ABSTRACT EP 1332940 A1

A portable master controller (12) for a locomotive remote control system (10). The portable master controller (12) has a user interface (18) for receiving commands to control the movement of the locomotive. The user interface (18) is responsive to operator commands to generate control signals. A processing unit (24) receives the control signals from the user interface (18) to generate digital command signals directing the movement of the locomotive. A transmission unit (28) receives the digital command signals and generates a RF transmission conveying the digital command signals to the slave controller (14). A solid-state tilt sensor (38) in communication with the processing unit (24) communicates inclination information to the processing unit (24) about the portable master controller (12). The processing unit (24) receives and processes the inclination information. If the inclination information indicates that the portable master controller (12) is in an unsafe operational condition, the processing unit (24) generates an emergency digital command signal to the transmission unit (28), without input from the operator, for directing the locomotive to acquire a secure condition.

ABSTRACT WORD COUNT: 176

NOTE:

Figure number on first page: 1

LANGUAGE (Publication,Procedural,Application): English; English; English

FULLTEXT AVAILABILITY:

Available Text	Language	Update	Word Count
CLAIMS A	(English)	200332	1775
SPEC A	(English)	200332	2899
Total word count - document A			4674
Total word count - document B			0
Total word count - documents A + B			4674

3/3,AB/5 (Item 4 from file: 348)

DIALOG(R)File 348:EUROPEAN PATENTS

(c) 2006 European Patent Office. All rts. reserv.

01215889

METHOD AND APPARATUS FOR ASSIGNING ADDRESSES TO COMPONENTS IN A CONTROL SYSTEM**VERFAHREN UND VORRICHTUNG ZUR ADRESSZUWEISUNG AN KOMPONENTEN IN EINER STEUERANLAGE****PROCEDE ET APPAREIL POUR L'ATTRIBUTION D'ADRESSES A DES COMPOSANTS D'UN SYSTEME DE COMMANDE**

PATENT ASSIGNEE:

Canac Inc., (3999850), 5th Floor, 1100 University Street, Montreal,
Quebec H3B 3A5, (CA), (Proprietor designated states: all)

INVENTOR:

HORST, Folkert, 4294 Graham Drive, Pierrefonds, Quebec H9H 2B6, (CA)
BROUSSEAU, Andre, 405 boul. Salaberry North, Chateauguay, Quebec J6J 4L3,
(CA)

SZKLAR, Oleh, 6845 des Coquelicots, St-Hubert, Quebec J3Y 8N9, (CA)

ETHIER, Luc, 3000 Sauriol, St-Eustache, Quebec J7P 5E1, (CA)

LEGAL REPRESENTATIVE:

Moir, Michael Christopher et al (33991), Mathys & Squire 100 Gray's Inn
Road, London WC1X 8AL, (GB)

PATENT (CC, No, Kind, Date): EP 1165356 A1 020102 (Basic)

EP 1165356 B1 030827

WO 2000058142 001005

APPLICATION (CC, No, Date): EP 2000900197 000111; WO 2000CA23 000111

PRIORITY (CC, No, Date): CA 2266998 990325; US 281464 990330
 DESIGNATED STATES: AT; BE; CH; CY; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI;
 LU; MC; NL; PT; SE
 RELATED DIVISIONAL NUMBER(S) - PN (AN):
 (EP 2003013362)
 (EP 2003013363)

INTERNATIONAL PATENT CLASS (V7): B61L-003/12; G08C-019/28

NOTE:

No A-document published by EPO
 LANGUAGE (Publication,Procedural,Application): English; English; English
 FULLTEXT AVAILABILITY:

Available Text	Language	Update	Word Count
CLAIMS B	(English)	200335	1044
CLAIMS B	(German)	200335	1043
CLAIMS B	(French)	200335	1138
SPEC B	(English)	200335	4062
Total word count - document A			0
Total word count - document B			7287
Total word count - documents A + B			7287

3/3,AB/6 (Item 5 from file: 348)
 DIALOG(R)File 348:EUROPEAN PATENTS
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00808133

Railroad hopper doors and positioning system
Trichterklappen für Eisenbahn-Schuttgutwagen und Positioniersystem
Trappes de tremies de wagons et systeme de positionnement

PATENT ASSIGNEE:

DIFCO, INC., (2162020), 1501 North Main Street, Findlay, Ohio 45840, (US)
 , (applicant designated states:
 AT;BE;CH;DE;DK;ES;FI;FR;GB;GR;IE;IT;LI;LU;MC;NL;PT;SE)

INVENTOR:

Ward, Robert J., 16261 Sherwood Road, Findlay, Ohio 45840, (US)

LEGAL REPRESENTATIVE:

Joly, Jean-Jacques et al (39741), Cabinet Beau de Lomenie 158, rue de
 l'Universite, 75340 Paris Cedex 07, (FR)

PATENT (CC, No, Kind, Date): EP 749879 A1 961227 (Basic)

APPLICATION (CC, No, Date): EP 96401329 960619;

PRIORITY (CC, No, Date): US 334 950619

DESIGNATED STATES: AT; BE; CH; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI; LU;
 MC; NL; PT; SE

INTERNATIONAL PATENT CLASS (V7): B61D-007/30; B61D-007/06;

ABSTRACT EP 749879 A1

A three door ballast gate is provided for selective discharge and distribution of ballast from a railroad hopper car (20) to positions to the left, to the right or between the rails (28). The doors (42) are aligned longitudinally in the ballast gate and are pivotably connected to the end plates (54) of the ballast gate. Hydraulic drive cylinders (60) are mounted on the end plates to move the door between an open and a closed position. The ballast gate includes two side openings (52) with extended outer discharge ramps (48) on each side to ensure that the ballast is discharged outside of the rails. A remote control positioning system is provided to control the opening and closing of the hopper gate doors. (see image in original document)

ABSTRACT WORD COUNT: 149

LANGUAGE (Publication,Procedural,Application): English; English; English

FULLTEXT AVAILABILITY:

Available Text	Language	Update	Word Count
CLAIMS A	(English)	EPAB96	850
SPEC A	(English)	EPAB96	6145
Total word count - document A			6995
Total word count - document B			0
Total word count - documents A + B			6995

3/3,AB/7 (Item 1 from file: 349)

DIALOG(R) File 349:PCT FULLTEXT

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00872289

REMOTE CONTROL SYSTEM FOR LOCOMOTIVES

SYSTEME DE TELECOMMANDE DE LOCOMOTIVES

Patent Applicant/Assignee:

CANAC INC, 5th Floor, 1100 University Street, Montreal, Quebec H3B 3A5,
CA, CA (Residence), CA (Nationality)

Inventor(s):

BROUSSEAU Andre, 405 boul. Salaberry North, Chateauguay, Quebec J6J 4L3,
CA,

SZKLAR Oleh, 6845 des Coquelicots, St.Hubert, Quebec J3Y 8N9, CA,

ETHIER Luc, 300 Sauriol, St-Eustache, Quebec J7P 5E1, CA,

HORST Folkert, 4294 Graham Drive, Pierrefonds, Quebec H9H 2B6, CA,

Legal Representative:

GEORGIEV Stephan P (et al) (agent), Fetherstonhaugh & Co., Suite 3400,
1000 de la Gauchetiere Street West, Montreal, Quebec H3B 4W5, CA,

Patent and Priority Information (Country, Number, Date):

Patent: WO 200206103 A1 20020124 (WO 0206103)

Application: WO 2001CA1027 20010711 (PCT/WO CA0101027)

Priority Application: CA 2313918 20000714

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL
TJ TM TR TT TZ UA UG UZ VN YU ZA ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR

(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG

(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 7714

English Abstract

A system of controller modules allowing to remotely control a train having a first locomotive and a second locomotive separated from one another by at least one car is provided. The system of controller modules comprises a first controller module associated to the first locomotive and a second controller module associated to the second locomotive. One of said controller modules has a lead operational status and the other has a trail operational status. The controller module having the lead operational status receives a master control signal for signaling the train to move in a desired direction and releases in response to the master control signal a first local command signal. The first local command signal is operative to cause displacement of the locomotive associated with the controller module having the lead operational status.

The controller module having a lead operational status is further operative to transmit to the controller module having a trail operational status a local control signal derived from the master control signal. The controller module having the trail operational status is responsive to the local control signal to generate a second command signal operative to cause displacement of the locomotive associated to the controller module having a trail operational status. The movement of the locomotive associated with the controller module having the lead operational status and the movement of the locomotive associated with the controller module having the trail operational status is such as to cause displacement of the train in the desired direction.

French Abstract

L'invention porte sur un systeme de modules de gestion assurant la telecommande d'un train comportant une premier locomotive et une deuxieme separees par au moins une voiture. Ledit systeme comprend un premier module de gestion associe a la premiere locomotive et un deuxieme module de gestion associe a la deuxieme locomotive. L'un de ces modules gere les operations de tete et l'autre, les operations de queue. Le module de tete recoit un signal maitre de commande ordonnant au train de se deplacer dans une direction donnee et emet en reponse un premier signal local de commande de marche de la locomotive associee au module de gestion de tete qui par ailleurs transmet un signal local de commande derivant du signal maitre de commande au module de gestion de queue qui en reponse emet un deuxieme signal de commande de marche a la locomotive associee au module de gestion de queue. Le deplacement de la locomotive associee au module de gestion de tete, plus celui de la locomotive associee au module de gestion de queue entrainent celui du train dans la direction voulue.

3/3,AB/8 (Item 2 from file: 349)

DIALOG(R) File 349:PCT FULLTEXT

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00745005

METHOD AND APPARATUS FOR ASSIGNING ADDRESSES TO COMPONENTS IN A CONTROL SYSTEM

PROCEDE ET APPAREIL POUR L'ATTRIBUTION D'ADRESSES A DES COMPOSANTS D'UN SYSTEME DE COMMANDE

Patent Applicant/Assignee:

CANAC INC, 3950 Hickmore Avenue, St-Laurent, Quebec H4T 1K2, CA, CA
(Residence), CA (Nationality), (For all designated states except: US)

Patent Applicant/Inventor:

HORST Folkert, 4294 Graham Drive, Pierrefonds, Quebec H9H 2B6, CA, CA
(Residence), CA (Nationality), (Designated only for: US)
BROUSSEAU Andre, 405 boul. Salaberry North, Chateauguay, Quebec J6J 4L3,
CA, CA (Residence), CA (Nationality), (Designated only for: US)
SZKLAR Oleh, 6845 des Coquelicots, St-Hubert, Quebec J3Y 8N9, CA, CA
(Residence), CA (Nationality), (Designated only for: US)
ETHIER Luc, 3000 Sauriol, St-Eustache, Quebec J7P 5E1, CA, CA (Residence)
, CA (Nationality), (Designated only for: US)

Legal Representative:

GEOERGIEV Stephan P, Fetherstonhaugh & Co., Suite 3400, 1000 de la
Gauchetiere Street West, Montreal, Quebec H3B 4W5, CA

Patent and Priority Information (Country, Number, Date):

Patent: WO 200058142 A1 20001005 (WO 0058142)
Application: WO 2000CA23 20000111 (PCT/WO CA0000023)
Priority Application: CA 2266998 19990325; US 99281464 19990330

Designated States:

(Protection type is "patent" unless otherwise stated - for applications

prior to 2004)

AE AL AM AT AU AZ BA BB BG BR BY CA CH CN CR CU CZ DE DK DM EE ES FI GB
GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA
MD MG MK MN MW MX NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA
UG US UZ VN YU ZA ZW

(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE

(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG

(AP) GH GM KE LS MW SD SL SZ TZ UG ZW

(EA) AM AZ BY KG KZ MD RU TJ TM

Publication Language: English

Filing Language: English

Fulltext Word Count: 6492

English Abstract

The invention relates to a method and an apparatus for remotely controlling device, more particularly to a system and method for controlling locomotives in a railway environment using radio frequency signals. This invention makes use of a remote operator programming unit (OPP) to set address information in the transmitter unit via a communication channel such as an infrared link. The use of the operator programming unit allows eliminating the need to open the casing of the transmitter during programming thereby reducing the probability of damaging the electrical components of the transmitter. The invention also allows assigning a unique address to a transmitter/receiver pair in a remote control system. The invention further provides an apparatus for remotely programming a transmitter unit.

French Abstract

L'invention concerne un procede et un appareil pour dispositif de telecommande, notamment un systeme et un procede pour la commande de locomotives dans un environnement ferroviaire, au moyen de signaux radioelectriques. Une unite de programmation operateur (OPP) est utilisee pour definir des informations d'adresse dans l'unite d'emission, par l'intermediaire d'une voie de communication, telle qu'une liaison infrarouge. L'utilisation de l'unite de programmation operateur permet l'elimination de la necessite d'ouvrir le boitier de l'emetteur pendant la programmation et de reduire ainsi le risque d'endommagement des composants electriques de l'emetteur. Le procede et l'appareil de l'invention permettent egalement l'attribution d'une adresse unique a une paire emetteur/recepteur dans un systeme de telecommande. L'invention porte egalement sur un appareil pour la programmation a distance d'une unite d'emission.

3/3,AB/9 (Item 3 from file: 349)

DIALOG(R) File 349:PCT FULLTEXT

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00507391

**RAILWAY BRAKE SYSTEM INCLUDING ENHANCED PNEUMATIC BRAKE SIGNAL DETECTION
AND ASSOCIATED METHODS
SYSTEME DE FREINAGE DE TRAIN A DETECTION AMELIOREE DE SIGNAL DE FREINAGE
PNEUMATIQUE ET PROCEDES ASSOCIES**

Patent Applicant/Assignee:

GE HARRIS RAILWAY ELECTRONICS,
DELARUELLE Dale,

Inventor(s):

DELARUELLE Dale,

Patent and Priority Information (Country, Number, Date):

Patent: WO 9938743 A1 19990805

Application: WO 99US1809 19990127 (PCT/WO US9901809)

Priority Application: US 9872861 19980128

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

AL AM AT AU AZ BA BB BG BR BY CA CH CN CU CZ DE DK EE ES FI GB GE GH GM
HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX
NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG US UZ VN YU ZW GH
GM KE LS MW SD SZ UG ZW AM AZ BY KG KZ MD RU TJ TM AT BE CH CY DE DK ES
FI FR GB GR IE IT LU MC NL PT SE BF BJ CF CG CI CM GA GN GW ML MR NE SN
TD TG

Publication Language: English

Fulltext Word Count: 6918

English Abstract

A railway brake system (10) for a train includes a brake pipe extending along the train, a lead unit controller (29) generating a pneumatic control signal propagated along the brake pipe, and at least one remote unit controller (25, 28). The remote unit controller preferably includes a brake pipe control valve, such as a relay valve (26), connected in fluid communication with the brake pipe (20) for selectively charging and exhausting the brake pipe, an air flow rate sensor (30, 31) for sensing air flow into the brake pipe during charging, a brake pipe pressure sensor (40) for sensing brake pipe pressure, and a processor (36) for detecting the pneumatic control signal from the lead unit controller based upon both the air flow rate sensor and the brake pipe pressure sensor. Accordingly, the sensitivity of detection is increased despite delayed operation of the relay valve, and while avoiding false indications. Multiple detection sensitivities may be used. The detection may be used to cut-out the remote unit controller and idle down the locomotive, as when radio communications are lost. The detection may also be used for brake pipe continuity testing and/or to determine the relative position of the remote unit along the train.

French Abstract

L'invention concerne un systeme de freinage (10) de train destine a un train et comprenant une conduite de frein s'etendant le long du train; un organe de commande de locomotive de tete (29) generant un signal de commande pneumatique qui se propage le long de la conduite de frein; et au moins un organe de commande d'unite a distance (25, 28). L'organe de commande d'unite a distance comprend de preference une valve de regulation de conduite de frein, telle qu'une valve relais (26) en communication fluide avec la conduite de frein (20) pour charger et vider selectivement la conduite de frein, un detecteur de debit d'air (30, 31) destine a detecter le debit d'air dans la conduite de frein pendant le chargement, un detecteur de pression de conduite de frein (40) destine a detecter la pression de la conduite de frein et un processeur (36) destine a detecter le signal de commande pneumatique provenant de l'organe de commande de locomotive de tete sur la base du detecteur de debit d'air et du detecteur de pression de conduite de frein. Ainsi, la sensibilite de la detection augmente malgre un fonctionnement differe de la valve relais, tandis qu'on evite de fausses indications. On peut utiliser plusieurs sensibilites de detection. La detection peut permettre de mettre hors circuit l'organe de commande d'unite a distance et de ralentir la locomotive, comme lorsque les communications radio sont coupees. La detection peut egalement permettre de tester la continuite de la conduite de frein et/ou de determiner la position relative de l'unite a distance le long du train.

3/3,AB/10 (Item 4 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00405552

**SLOT CAR AND MECHANISM FOR GUIDING SAME
VOITURE JOUET SUR RAILS CONDUTEURS ET MECANISME DE GUIDAGE D'UNE TELLE
VOITURE**

Patent Applicant/Assignee:

VISION GAMES INC,

Inventor(s):

FRANCIS Geoffrey V,

PENDRY Stephen W,

Patent and Priority Information (Country, Number, Date):

Patent: WO 9746297 A1 19971211

Application: WO 971B650 19970605 (PCT/WO 1B9700650)

Priority Application: US 9619278 19960607; US 97868740 19970604

Designated States:

(Protection type is "patent" unless otherwise stated - for applications
prior to 2004)

AU BR CA JP AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE

Publication Language: English

Fulltext Word Count: 9744

English Abstract

A self-propelled model vehicle adapted for use on a closed loop raceway having a guide slot coextensive therewith is provided with a guide arm including a downwardly depending guide pin that engages with the guide slot of the raceway. The guide slot defines the boundary between two adjacent lanes of the raceway. The guide arm is controlled by a motor for lateral movement. The lateral movement of the guide arm forces the guide pin against a side of the guide slot to effect the lateral displacement of the model vehicle into the adjacent lane of the raceway. Also provided is a raceway layout comprising a plurality of modular sections each section having an integral guide slot therein. In the assembled mode the guide slot defines a closed loop guide way for engaging a slot car.

French Abstract

Cette invention se rapporte a un vehicule jouet autopropulse, qui est concu pour etre utilise sur une piste en boucle fermee comportant un rail conducteur sur toute sa longueur. Ce vehicule jouet est pourvu d'un bras de guidage comportant une goupille de guidage dependante dirigee vers le bas qui s'engage dans le rail conducteur de la piste. Le rail conducteur definit la limite entre deux voies adjacentes de la piste. Le bras de guidage est commande par un moteur pour ses deplacements lateraux. Les deplacements lateraux du bras de guidage amenant la goupille de guidage a se placer contre un cote du rail conducteur, pour entrainer un deplacement lateral du vehicule jouet dans la voie adjacente de la piste. Cette invention presente egalement un trace de piste comprenant plusieurs sections modulaires, chaque section modulaire ayant un rail conducteur faisant partie integrante d'elle-meme. Dans le mode assemble, le rail conducteur definit un trajet de guidage en boucle fermee pour la voiture jouet.

3/3,AB/11 (Item 5 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT
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00292290

**MODEL TRAIN CONTROLLER USING ELECTROMAGNETIC FIELD
UNITE DE COMMANDE POUR MODELE REDUIT DE TRAIN UTILISANT UN CHAMP
ELECTROMAGNETIQUE**

Patent Applicant/Assignee:

YOUNG Neil P,

Inventor(s):

YOUNG Neil P,

HAMPTON David M,

Patent and Priority Information (Country, Number, Date):

Patent: WO 9510439 A1 19950420

Application: WO 94US11744 19941007 (PCT/WO US9411744)

Priority Application: US 93134102 19931008

Designated States:

(Protection type is "patent" unless otherwise stated - for applications prior to 2004)

DE JP

Publication Language: English

Fulltext Word Count: 4121

English Abstract

A controller (12) for model trains (24) on a train track (16) is provided. The controller transmits control signals between a rail (70) of the track and earth ground (68), generating an electromagnetic field (22) which extends for several inches around the track. A receiver (26) in the locomotive (24) can then pick up signals from this electromagnetic field.

French Abstract

L'invention concerne une unite de commande (12) pour des modeles reduits de train (24) sur une voie de chemin de fer (16). L'unite de commande transmet des signaux de commande entre un rail (70) de la voie de chemin de fer et une mise a la terre (68), et genere un champ electromagnetique (22) qui s'etale sur plusieurs pouces autour de la voie de chemin de fer. Un recepteur (26) monte dans la locomotive (24) peut capter les signaux provenant de ce champ electromagnetique.

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